

Recommendation:

- Do not create exclusive left turn lanes at this intersection.

Issue:

- Traffic operations on MacArthur Boulevard at V Street

Preliminary Improvement(s):

1. Prohibit parking on the south side of V Street from MacArthur Boulevard to the first driveway.

Evaluation:

1. Parking prohibition will allow for easier right turns from MacArthur Boulevard.

Recommendation:

- Prohibit parking at this location.

Issue:

- Pedestrian safety and traffic operations on MacArthur Boulevard at U Street

Figure 27

MacArthur Boulevard and U Street

**Preliminary Improvement(s):**

1. Construct raised crosswalk across MacArthur Boulevard at the location shown in Figure 27.
2. Signalize the intersection if signalization warrants are met.

Evaluation:

1. The construction of the raised crosswalk will slow traffic through this unsignalized intersection, improving pedestrian safety.

2. A signal warrant analysis was conducted for this intersection for both existing and future traffic¹. The warrant was not met under any conditions, and therefore, signalization cannot be recommended at this time.

Recommendation:

- Construct raised crosswalk.

Issue:

- Traffic operations on MacArthur Boulevard at Q Street

Preliminary Improvement(s):

1. Move No Parking sign on northbound receiving side of MacArthur by 40 feet.
2. Eliminate parking on northbound MacArthur between legs of Q Street.
3. Move westbound Q Street parking back by 40 feet.

Evaluation:

1. The relocation of the No Parking sign will facilitate traffic operations at this intersection. It will provide room for vehicles not destined to the Georgetown Day School to bypass the congestion at the intersection during the congested AM and PM peak hours.
2. The elimination of parking on northbound MacArthur Boulevard between the two legs of Q Street will help improve traffic operations at the intersection and will provide needed additional width for buses to maneuver through the intersection.
3. The relocation of the No Parking sign on Q Street will help improve traffic operations at the intersection and will provide needed additional width for buses to maneuver through the intersection.

Recommendation:

- Implement all of the preliminary improvements listed above; i.e., the relocation of parking signs and the elimination of parking between the two legs of Q Street.

Issue:

- Pedestrian access to Metrobus stops along MacArthur Boulevard

Preliminary Improvement(s):

1. Construct a bus shelter at the bus stop on southbound MacArthur Boulevard near Dana Place.
2. Bus pads have been constructed.

Evaluation:

1. The construction of the bus shelter increases pedestrian/commuter safety and comfort. It removes pedestrians from roadway.
2. The construction of the concrete pads allows commuters to safely stand off the roadway and without harming the lawns of neighborhood residents.

Recommendation:

- Construct bus shelters/pads where indicated.

WHITEHAVEN PARKWAY

Issue:

- Pedestrian safety and traffic operations in the vicinity of St. Patrick's School.

¹ Appendix H presents the signal warrant analysis worksheets for this intersection.

Preliminary Improvement(s):

1. Convert Whitehaven Parkway to one-way westbound operation.
2. Eliminate parking on north side from Foxhall Road to Ginger's Way. Operate two westbound lanes of traffic and one eastbound lane on this section of Whitehaven Parkway.
3. Construct sidewalk the length of south side.
4. Install raised crosswalk between the main school campus and the gymnasium of St. Patrick's School.
5. Install speed humps. One between the proposed St. Patrick's exit driveway and the GWU driveway; and one between the proposed St. Patrick's entrance driveway and MacArthur Boulevard.
6. Use the westernmost driveway to St. Patrick's School as the entrance for student drop-off and the easternmost driveway as the exit.

Evaluation:

1. Conversion to one-way operation would improve the operation and capacity of Whitehaven Parkway, but would also increase vehicle speed, reducing pedestrian safety.
2. The elimination of parking increases capacity and improves operations. Eliminating parking during all hours would reduce the number of daily violations and give school officials time to report any violators well before the start of school. The two facilities that will be most affected by the parking prohibition are St. Patrick's Day School and Mt. Vernon College. Representatives from these two institutions have indicated to the Study Team that they are supportive of the proposed parking elimination.
3. Sidewalk construction increases pedestrian safety.
4. The provision of the raised crosswalk reduces vehicular speed, increasing pedestrian safety.
5. Speed humps reduce vehicular speed, increasing pedestrian safety.
6. Relocating the entrance to the drop-off area for the school would provide needed additional stacking space away from the intersection of Foxhall Road and Whitehaven Parkway.

Recommendation:

- Do not convert Whitehaven Parkway to one-way operation.
- Eliminate parking; construct sidewalk, raised crosswalk and speed humps; relocate the entrance to the drop-off area at the school.

ARIZONA AVENUE**Issue:**

- Pedestrian safety and speeding on Arizona Avenue.

Preliminary Improvement(s):

1. Continue centerline striping from the existing terminus to Loughboro Road.
2. Convert intersection with Cathedral Avenue to All-Way stop.
3. Short term: install parking signs on both sides of roadway.
4. Short term: Construct 150 yards of stone sidewalk on east side of Arizona from MacArthur Boulevard to Glade Street.

5. Construct sidewalk on the east side of Arizona Avenue, as shown in Figure 28. This sidewalk would “meander” back and forth across the existing curb line.

Evaluation:

1. The additional striping will create uniformity with the rest of the roadway and improve safety.
2. The conversion to all-way stop will help to reduce vehicular speeds on Arizona Avenue.
3. Parking restriction signs will inform residents of permitted parking hours.
4. The construction of the stone sidewalk is low-cost and environmentally friendly.
5. This “meandering” alignment will serve several purposes:
 - It will provide for sidewalk the entire length of Arizona Avenue.
 - Few, if any, mature trees will need to be removed.
 - A large percentage of existing parking will be retained on the east side.
 - It will reduce the width of the roadway, thereby slowing traffic.

Recommendation:

- Short term: Make pavement marking and signage changes. Implement stone sidewalk as a demonstration project.
- Long term: Construct sidewalk as shown in Figure 28. Based on information provided by the District of Columbia Office of Public Space, sufficient right-of-way is available for this improvement.

Issue:

- AM peak hour left turns on Arizona Avenue at Canal Road

Preliminary Improvement(s):

1. Change operation of traffic signal to allow for left turns.

Evaluation:

1. During the AM peak, the intersection of Arizona and Canal operates as an unsignalized intersection, due to the inbound-only operation of Canal Road. No left turns are allowed from westbound Arizona Avenue to southbound Canal Road. This minimizes delays for vehicles traveling on Canal Road. However, this penalizes local residents who wish to travel southbound on Canal Road during the AM peak period. This intersection also had nineteen reportable accidents between January 1997 and December 1999, the highest accident rate of any intersection in the study area. Operation as a signalized intersection during the AM peak hour could reduce the number of accidents at this location.

